

The Hongkong Telegraph

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SATURDAY, JUNE 27, 1908

六拜禮

號七十二月大英港香

\$30 PER ANNUM
SINGLE COPY, 10 CENTS

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ¥24,000,000
RESERVE FUNDS ¥15,130,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBÉ. OSAKA.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO.
HONOLULU.
BOMBAY.
SHANGHAI.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit:—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,350,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$5,350,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per cent. on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,375,000 (about £428,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tegal, Peking, Batavia, Tientsin, Padang, Medan (Deli), Palembang, Kotabaru (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per cent. on daily balance.
Fixed Deposits:—12 months 4½ per cent. p.a.
" 6 " 4 " " "
" 3 " 3 " " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

Head Office—HONGKONG.

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
E. G. Barrett, Esq., Deputy Chairman.
O. G. R. Brodersen, Esq., R. Shaw, Esq.
G. Friedland, Esq., Hon. Mr. H. A. W. C. S. Gubbay, Esq., H. E. Tomkins, Esq.
C. R. Lessmann, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 2½ per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum. J. R. M. SMITH, Chief Manager.

Hongkong, 21st May, 1908. [24]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 13th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,250,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent. p.a.
" 6 " 3½ " " "
" 3 " 3 " " "

JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS: Koenigliche Sachhandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be earned on application. Every description of banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907. [30]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907. [1]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Families or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBÉ & NUBIA		About 4th July	For Penang and YOKOHAMA
.....			

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 24th June, 1908.

Intimations.

LANE, CRAWFORD & CO.,

TELEPHONE 97.

FRENCH PRINT SHIRTS

New Patterns \$3.50 each; 6 for \$19.50.

FLANNEL PYJAMAS

Light Weight, \$7.00 per Suit; 3 for \$19.50.

SILK KNITTED TIES

New Colours, \$2.00 and \$3.50 each.

BATH ROBES. SUMMER UNDERWEAR.

LANE, CRAWFORD & CO. [6]



Ask for KUPPER'S PILSENER BEER.

And see that you get it.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 27th May, 1908. [40]

Don't Worry.

Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, console you and warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mine? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope, to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written *True Horoscope*.

With the above Pharos will send you FREE a *WINTER FORECAST OF YOUR FUTURE*.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc., for 1/6.
1000
and Comic Cards for 25/-
English and Continental Artwork hand-tinted real glossy Photographs 15/- per gross.
CHRISTMAS & NEW YEAR CARDS with ASSORTED parcel.
100 Cards for 3/- Value 1d, 2d, 3d, 4d and 5d each.
500 ASSORTED Cards for 25/-
1 gross Jewelled Cards for 1/-
Foreign or Colonial Stamps not accepted. Kindly send Money Order.
BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M., \$5.00

Do do do Monday do \$6.00

MACAO-CANTON LINE.

S.S. "HOI SANG."

Commencing from WEDNESDAY, 1st July, the above steamer will run as a Night Boat.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday, and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY \$ 4.00 to \$ 7.00 according to room selected.

" WEEK 25.00 " 40.00 " "

" MONTH 90.00 " 140.00 " "

WEEK-ENDS—SATURDAY AFTERNOON to MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A-Rate and A-Half only.

Children under 12—Half Rates.

SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AH CHEONG for over Seventeen Years Chief Cook with the late Mr. J. W. ORBONE.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1900. [5]

KAMAKURA KATHIN IN HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

Hongkong, 14th April.

[41]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN.....	"BORNEO" Capt. F. Sembill	End of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" Capt. Rud Meyer	WEDNESDAY, Noon, 1st July.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binzer	About WEDNESDAY, 1st July.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINZ WALDEMAR" Capt. W. v. Sander	THURSDAY, 5 P.M., 10th July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 25th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA.....	TOURANE	Lancelin	6th July, P.M.
MARSEILLES, VIA PORTS	POLYNESIE	Martin	7th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....	ARMAND BEHC	Guionnet	10th July, P.M.

Transshipment on the Co's Steamers at Singapore for Batavia at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 to £37.10. 20 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 23rd June, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA,
NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHIN-
WANTAO (Peking, Tientsin), KOBE, YOKOHAMA,
GENOA to HONGKONG in 30 DAYS.
NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed,
Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.
Connecting with the Canadian Pacific Railway.
FREIGHT to OVERLAND via VANCOUVER.
PASSENGERS to OVERLAND and EUROPE via VANCOUVER.
YOKOHAMA—VANCOUVER 15 DAYS.
LONDON and PARIS 30

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL,
via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL EXELMANS.....	25th July	* CEYLAN	26th Nov.
* OUESSANT	27th Aug.	* CORSE	11th Jan.
* MALTE	13th Oct.		

No passengers. * Intermediate class and rates of passage.
New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with
single berth cabins. All round the world ticket by these boats.
For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
SAIL FRIDAY HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Accommodation, and are Lighted Throughout by
Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS
VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,
WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 4th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 575 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1908.

Shipping—Steamers.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	AMOV	Second half June	JAVA	Second half June
TJIBODAS...	JAVA	Second half June	JAPAN	Second half June
TJIMAH...	JAVA	Second half June	SHANGHAI	Second half June
TJILIWONG...	JAVA	Second half June	JAPAN	First half July
TJIPANAS...	JAVA	First half July	SHANGHAI	First half July
TJIKINI...	JAVA	Second half July	JAPAN	Second half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 18th June, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line,
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light
and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Intimation.



CHARTREUSE
Despite the mendacious imputations
made, CHARTREUSE does not depend on
the Government nor to a Liquidator.
The C^o FERMIERE de la GRANDE CHAR-
TREUSE, manufacturers, according to ancient tradition,
this famous liqueur at the Grande Chartreuse, with
French Brandy, of which a large stock is always
held in reserve; and the plants indigenous to and
grown on the pastoral mountains of
the estate of la Grande-Chartreuse.
INSIST ON SEEING THE SIGNATURE



TWENTIETH CENTURY SCIENCE.

One Amsterdam factory alone cuts 40,000
diamonds every year.

The elephant's span of life is one century.
Ten pounds of blood are sent through the
human system at each pulsation of the heart.

The Kimberley diamond fields have been
developing only since 1871.

A new London library has a room set apart
for conversations of literary matters.

Accident insurance is compulsory among
the workmen of Holland and sickness in-
surance voluntary.

The whale is thought to be the longest lived
of the animal kingdom. Its average age is
about 500 years.

The Italian government is making efforts to
divert the tide of emigration from the United
States to Africa.

The Japanese will never sleep with their
heads to the north but their dead are always
buried that way.

The average life of the eagle is 200 years,
the greatest number of centenarians per capita.

Italy leads the nations of the world in the
matter of theatres.

Some of the cigars of the Philippines are
eighteen inches long.

The lyre bird of Australia is the largest song
bird. It is about the size of an English pheasant.

Sugar is to be found in the sap of nearly 200
plants and trees.

The average depth of the English channel is
about 110 feet.

Given plenty of water, a horse can subsist
twenty-five days without food.

Great Britain uses seventy-two pounds of salt
per capita per year.

The Atlantic fleet comprises 237,000 tons of
fighting ships.

Taking the entire country into consideration,
building operations show a decided decrease
in the past few months.

The telegraph wire is about to penetrate its
way into Lhasa, the Sacred City and the
capital of Tibet.

The same force which moves a ton over a
good road will move eight tons on a railroad
or thirty-two tons on a canal.

With 5,500,000 inhabitants, Holland has
1,000,000 wage earners.

The municipality of Tokyo now owns its
own street car lines.

An investigation of 1,500 of New York's
1,900 streets cars made recently, showed that
105 were filthy, 40 had flat wheels, 78 rattled
noticeably, 249 were without headlamps, 101
with broken glass, 7,006 with noise from the
gears.

The water unaccounted for at Yonkers,
N. Y., where practically all service pipes are
metered, was 57 per cent. of the quantity
supplied in 1906, as indicated by plumber dis-
placement estimates. This is about the usual
discrepancy between "plunger" and "meter"
readings.

"DIABOLO" IN COURT.

ALLEGED INFRINGEMENT OF PATENT.

Mr. Gustave Philippart, a French engineer,
brought an action to restrain William Whiteley
(Ltd.) from infringing (his trade mark in the
word "Diabolo." Messrs. Whiteley applied
for the mark to be removed from the register.

Mr. T. Terrell, K.C., for the plaintiff, said that
the word in dispute was registered in May,
1906. Mr. Philippart became familiar, by read-
ing with a game that used to be played in
France 100 years ago, and about the same time
by emigrants in England. That game fell into
disuse and many of our most important toy
manufacturers had never even heard of it. Mr.
Philippart thought there was a chance of
reintroducing the game and making it again
popular. First of all he had to learn how to play
it, and this took him a long time. He made
minor improvements in the top, which made it
more easy to play, and having exhibited
it in Paris he came to England and consulted
his friend, Mr. C. B. Fry. They both thought
there was money in the game and invented for
it the name "Diabolo." The game became
immensely popular. Hundreds of thousands of
the articles were sold, and the profits were
enormous.

What then happened was what always hap-
pened when a person of intelligence did some-
thing popular. Persons of less intelligence
tried to imitate him. A large number of these
articles was made in Germany and France and
sold in this country. They were not satisfied
with copying the goods, but sold them under the
name "Diabolo." In September last Messrs.
Whiteley advertised in the newspapers the
"latest English craze," stating that, by special
arrangement "with the manufacturers in
Paris" they had purchased an immense stock,
etc. Most of these games sold by Whiteleys
were, counsel said, not manufactured by Mr.
Philippart at all, but they were sold by them
as "Diabolo."

Mr. Buckmaster, K.C., for the defendants,
admitted that if any one asked for "Diabolo"
Whiteleys would sell him two sticks with a
piece of string and a cone or top. He also
admitted that some at least of the articles re-
ferred to in the advertisement were not man-
ufactured by Mr. Philippart. It surprised him
that the public did not make the goods for
themselves.

Mr. Terrell said that this narrowed the case
of infringement down to the point whether the
use of the word in connection with the goods
and not actually on the goods was an infringe-
ment of the trade mark, and this involved the
question whether "Diabolo" was an "inven-
tive" word.

In support of his case counsel proceeded to
quote from about thirty volumes of legal deci-
sions.

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar
at pupils' residence.

Evening engagements for Dances and
Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office

Hongkong, 9th March, 1908.

A. CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English
preserves just to hand:—

TRUFFLED SAUSAGE.

BREAKFAST BACON.

CALF'S HEAD & HAM.

PEAS & HAM.

PORC, MUTTON & VEAL CUTLETS.

CHICKEN & HAM.

VEAL & GAME PATES.

MUTTON & CHICKEN CURRY.

ASSORTED SOUPS.

FRENCH JAM'S.

FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1908.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 15 minutes
9.30 a.m.	11.00 a.m.	Every 15 minutes
11.30 a.m.	12.45 p.m.	Every 15 minutes
12.45 p.m.	1.15 p.m.	Every 15 minutes
1.15 p.m.	1.45 p.m.	Every 15 minutes
1.45 p.m.	2.15 p.m.	Every 15 minutes
2.15 p.m.	3.00 p.m.	Every 15 minutes
3.30 p.m.	5.00 p.m.	Every 15 minutes
5.00 p.m.	8.00 p.m.	Every 15 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.,
every half hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes
9.00 a.m.	9.30 a.m.	Every 30 minutes
9.30 a.m.	10.30 a.m.	Every 15 minutes
10.30 a.m.	11.00 a.m.	Every 10 minutes
11.45 a.m.	12.00 noon	Every 15 minutes
12.00 noon	1.00 p.m.	Every 10 minutes
1.00 p.m.	5.00 p.m.	Every 15 minutes
5.00 p.m.	6.00 p.m.	Every 10 minutes
6.00 p.m.	7.00 p.m.	Every 15 minutes
7.00 p.m.	8.00 p.m.	Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907.

THE NEW FRENCH REMEDY

TRADE MARK **THERAPION** MARK

This successful and highly popular remedy, used in
the most eminent hospitals, by Doctors, Surgeons, Nurses,
and others, combines all the desiderata to be
found in a medicine of the kind, and cures every
kind of disease.

THERAPION No. 1 is a
very short time, cures a few days only, cures all the
diseases, especially suppurating lesions, the use of
which does irreparable harm by leaving the foundation of
stricture and other serious diseases. In dysentery, pain,
irritation of the rectum, cough, bronchitis, asthma,
and some of the most trying complaints of this kind, it
will be found astonishingly efficacious, affording prompt
relief where other will-tried remedies have been powerless.
It is a French Preparation, and is sold by all the
leading chemists, druggists, and all the best medical stores,
and all diseases for which it has been too much a habit
to employ mercury, especially in the treatment of
syphilis, scrofula, and all the diseases of the blood,
purifies the whole system through the blood, and the
remedy eliminates all poisons and restores the body
to its normal state.

THERAPION No. 2 is a
very short time, cures a few days only, cures all the
diseases, especially suppurating lesions, the use of
which does irreparable harm by leaving the foundation of
stricture and other serious diseases. In dysentery, pain,
irritation of the rectum, cough, bronchitis, asthma,
and some of the most trying complaints of this kind, it
will be found astonishingly efficacious, affording prompt
relief where other will-tried remedies have been powerless.
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syphilis, scrofula, and all the diseases of the blood,
purifies the whole system through the blood, and the
remedy eliminates all poisons and restores the body
to its normal state.

Sold by all Chemists.

Consignees.

Hongkong, 23rd June 1968

Sold by all Chemists (69-0

It is known that, like, his great friend, Emile Loubet, President Fallières saw with sorrow the growing breach between Church and State. It was only when he realised that absolute separation was inevitable that he consented to support this measure, which must have such far-reaching results in the future of France. Moreover, M. Fallières has known something of the keenness of religious divisions in his own household. His daughter, Mlle. Anne Fallières, thought seriously, a few years ago, of taking the veil, and was hardly prevented by the counsels of her family and friends. She still remains extremely attached to the Catholic faith, and is assiduous in her attendance at Mass at her parish church, of St. Clothilde. She has refused several brilliant offers of marriage, preferring to remain as a sister in the service of Holy Church. Mme. Fallières, also, like Mmrs. Loubet, is a practising "crovante." It is a fact that Mme. Loubet, when, at the Elysée, was anxious to receive a delegation of Nationalist ladies who wished to present her with a petition protesting against the dispersal of religious sisterhoods under the famous Associations Law. But, with the prudence and good sense that characterised her, the wife of the then President realised that, in view of the actual state of politics, it would be impossible to receive the deputation. That is why the entrance to the Elysée on that memorable Sunday afternoon was barred by police, and there was a great display of armed force in the ironically-named Place de la Concorde.

Houghton Telegraph Co.

Agents

To every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

"TERRATION" appears on British Government Blimp (in white letters on a red ground) affixed to every passport by order of His Majesty's Hon. Commissioner, and without which it is a forgery.

Intimations.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE

GOVERNOR AND HOUSEHOLD.

WATSON'S HYGIENOL

AND

BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a tea cupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL

DISINFECTANT AND GERMICIDE.

PRICES PER PINT50 Cents

" " GALLON.....\$2.00

**A. S. WATSON & CO.,
LIMITED.**

HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

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DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

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The postage on the weekly issue in any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 27, 1908.

AMERICAN TRADE-MARKS
IN JAPAN.

America has taken time by the forelock in negotiating a treaty with Japan on the question of trade-marks. By this time our allies must be considerably tired of the innuendoes which have been freely submitted regarding infringement of international trade-marks, and the new arrangement with the United States marks a step in advance. The new treaty has reference to trade-marks in China and Korea, or at least to those territories over which Japan has actual or nominal control. The treaty having reference to Korea sets forth that the Japanese Government shall cause to be enforced there the laws and regulations relative to inventions, designs, trade-marks and copyrights similar to those at present existing in Japan. These laws and regulations are to be applicable to American citizens in Korea equally as to Japanese and Korean subjects, and the U.S. Government engages that in case of the infringement by American citizens of copyrights, trademarks, or designs, such citizens shall be under the exclusive jurisdiction of the Japanese Court in Korea. In this particular America has waived her extra-territorial rights, but an impression that she had given up all her rights which has become current, must here be corrected. She still maintains her extra-territoriality in all other respects. Trademarks, etc., which have been registered or duly patented in Japan by citizens of the United States prior to the enforcement of these laws and regulations, shall, without further procedure,

be entitled to the same protection in Korea as is or may hereafter be there accorded to the same industrial and literary properties similarly patented or registered by Japanese or Korean subjects. Inventions, etc., duly patented or registered in the United States by citizens or subjects of the two parties or by Korean subjects prior to the operation of the present convention shall similarly be entitled to patent or registration in Korea without the payment of any fees, provided the inventions, designs, trademarks, and copyrights are of such a character as to permit of their patent or registration under the laws and regulations above mentioned, and provided further that such patent or registration is effected within a period of one year after this convention comes into force. The Japanese Government engages to extend to American citizens the same treatment in Korea in the matter of protection of their commercial names as they enjoy in the dominions and possessions of Japan under the Paris Convention of March 20, 1883. Hong marks shall be considered to be commercial names. The treaty with regard to China provides for the protection of trademarks, designs, etc., against infringement as is accorded in the dominions and possessions of the contracting parties. In case of infringement in China by a citizen or subject of any of the parties, the aggrieved party shall have in the competent territorial consular courts the same rights and remedies as citizens or subjects of such contracting party. The Convention of 1883 in the matter of protection of commercial names is to be applied, and it is agreed that the present treaty shall be enforced so far as applicable in any other country in which either contracting party may exercise extra-territorial jurisdiction. Any person amenable to the provisions of this convention who possesses at the time it comes into force merchandise bearing an imitation of a trade mark owned by another person and entitled to protection under the convention, shall remove or cancel such false trademark or withdraw such merchandise from the market in China within six months from the date of the enforcement of this convention. Unauthorised reproductions by the citizens or subjects of one contracting party prior to the operation of this convention of the works of literature and art as well as photographs of the citizens or subjects of the other party, published after 10th May, 1906, and entitled to protection in virtue of this convention, shall be withdrawn from sale or circulation in China within one year from the date of the enforcement of this convention.

LOCAL AND GENERAL.

The French mill of the 26th May was delivered in London on the 26th inst.

A MEMORIAL of Re-entry by the Government of the following Lots—Kowloon Inland Lots 933, 934, 938 and 965 has been registered according to law.

It is understood that the Bangkok Dock Co., Ltd., have secured the contract for the building of new quarters for the Bangkok staff of the Hongkong and Shanghai Bank. They will be in the Klong Poh Yome road.

On the 22nd inst. thirteen Chinese were sentenced at Manila by Judge Powell in the criminal court for using opium. One man was fined P200, two paid P100 each, and the remaining ten paid P50 each for violation of the law.

A MEETING of members of the newly-formed Infantry Company was held yesterday afternoon at the Volunteer Headquarters to discuss matters relating to the Company. The Commandant, Lieut-Col. A. Chapman, and Capt. Johnston were present.

A COOLIE was sentenced by Mr. Kemp to six weeks' hard labour for stealing a quantity of brass filings, the property of Messrs. Purnchard and Lowther. An Indian watchman found him carrying the stuff tied round his waist when trying to leave the gate.

A CHINESE student named Ting Chang, a passenger on the N.Y.K. steamer *Hakata-maru*, which left Kobe on the 13th instant outward bound, was missed between Shikokuse and Fokube Island in the Inland Sea. It is supposed that he threw himself overboard.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—An Ordinance to provide for the registration of Chemists and Druggists and to regulate the Sale of Poisons.

It is stated that the net profit of the Osaka Shosen Kaisha for last month amounted to Y273,000, bringing up the total profit for the present period to Y980,000. As the company holds a sum of about Y130,000 brought over from last account, the O.S.K. is expected to pay a dividend at the rate of 5 or 6 per cent per annum.

SOME years ago the Victoria University of Manchester instituted a professorship of Chinese. A London paper reports that though the classes have naturally not been numerous attended there has been a really effective class held every year since the Professorship was instituted in 1901. Young men who have studied Chinese at Manchester under Professor Parker have gone out to China and have been successful in obtaining positions there of much greater responsibility, and at higher salaries, than they could have hoped for had they possessed no knowledge of Chinese.

West River Floods.

PIRACY AND BRIGANDAGE
RAMPANT.

KWEILIN SUMMERD.

Wuchow, 25th June.
Wuchow at present has a very sorry aspect. The water has receded, but left a deposit of mud over a foot in the principal streets. Food is at famine prices and vegetables cannot be procured at all. The river left nearly as quick as it rose owing to the breaking of the embankments in Samsui.

A famine is expected in the district as 60% of the first rice crop has been destroyed.

The rumours about Kweilin have been confirmed officially. Over 200 houses collapsed and over a thousand lives lost.

The water in Kweilin rose 100 feet in 24 hours and submerged the whole city. In the Fu river, brigandage is rampant along the whole length as the people are without food and nearly all the population was living on the river-bank.

Several cases are reported of down-coming boats having been pirated. But the pirates in those cases have been peaceful farmers whom adversity has driven to crime. It is reported that they have no weapons except choppers and in several cases have taken only food.

The s.s. *Chan Wai* left Wuchow on the 25th inst., and arrived at Hongkong last night. A member of the vessel's complement staff was interviewed by a *Hongkong Telegraph* reporter this morning. He was informed that, on the date of the *Chan Wai's* departure, the water in Wuchow had receded to some twenty Chinese feet, but traces of the flood were conspicuous in every part of the city. The flower-boats, which had been washed down the river for many miles, have since been picked up and the great majority of them have been towed up to Wuchow again.

While at Wuchow our informant heard from Chinese survivors who had come down from Kweilin, the capital of Kwangsi, that the city was "no more," meaning that it has been reduced to almost complete desolation, so great was the destruction and the loss of lives that had been caused by the flood.

CHINESE MUNIFICENCE.

Canton, 26th June.

The outstanding feature of the crisis through which the Liang-wang is passing is unquestionably the remarkable spirit of munificence exhibited by the Chinese of every class or creed. Until yesterday the largest individual contribution towards the Flood Relief Funds was one of \$10,000; but that princely donation has been completely cast into the shade by one which it is our pleasure to record to-day. Mr. Sou Seng Ku, a native of Tsing-Yuen district, has just sent in to the central committee of the relief organisations the handsome sum of sixty thousand dollars. Mr. Sou is not making the presentation with any hope of reward, or with a view of personal aggrandisement. He is moved by purely philanthropic motives. His native district along with that of Sam-shui are the greatest sufferers by the flood by reason of the collapse of the river embankments. The only condition surrounding his liberal gift is that half the amount, viz. \$30,000 be spent upon relief for distribution among his own "brethren" as the Chinese style the natives of the same district. The other moiety he unreservedly leaves to the relief committee to spend for the alleviation of the sufferers in common.

ANOTHER LIBERAL DONATION reaches the committee from the person of Mr. Lo Po Shun, the treasurer of the Canton-Hankow Railway Co. He has surrendered his whole month's honorarium of \$2,400 in aid of charity. The money has been apportioned in four equal shares which have been divided in the following manner:—\$600 to the Flood Relief Funds, \$600 to the Fong Pin Hospital, \$600 to the Self-Government Association, and \$600 to the Wei Hang Hospital.

THE SELF-GOVERNMENT SOCIETY.

As a result of the energy of the members of the Self-Government Society it has memorialised H.E. Chang Jen-chun on the subject of the devastating floods. The preamble of the petition sets out the piteous plight into which the inhabitants of the country had been thrown and recites the hardships to which they are suffering and will be exposed as a result of the calamitous visitation. It concludes by beseeching His Excellency to represent to the Throne the urgency of the assistance from the Imperial Government which should be forthcoming lest the people perish by hunger and privations.

THE VICEROY RESPONSE.

In thorough sympathy with the prayers of the memorialists, the Viceroy has made telegraphic representations to Peking urging that a sum of one hundred thousand dollars be appropriated in aid of the sufferers by the North and West River Floods.

THE "SAN CHEUNG" CO.

are emulating the example of the Sincere Co. recorded yesterday. According to reports they are buying provisions and stores in Hongkong to the value of \$3,000 which will be consigned to Canton whence the Company's own staff will proceed into the interior and distribute the "good cheer" to the necessitous sufferers. Messrs. Chi Woo & Co.'s steamer, the *Hoi Ming*, will be placed at the San Cheung Co.'s services for transporting the cargo to Canton, the owners of the *Hoi Ming* undertaking to waive all freight on the consignment.

HONGKONG'S SUBSCRIPTIONS.

Up to yesterday we have noted the collection of \$25,000 in cash by the Tung Wa committee, besides the \$5,000 of goods sent up to Canton by the firm of stockholders mentioned. When the lists were gathered in yesterday afternoon the total contributions had been augmented by \$4,000 more.

OUR attention has been called to the report appearing in our columns the other day on the "At Home" given by the members of the Kowloon Catholic Club. It would appear that only a very few members danced, and that, incidentally, just for a while.

P. AND O. STEAM NAVIGATION COMPANY.

In the report for the half-year ended on March 31, the usual particulars of the fleet are set forth. The tonnage stands at 116,891 tons. Several of the company's cargo steamers are laid up at present, owing to lack of employment. The new programme of shipbuilding announced in the last report proceeds satisfactorily. The express steamer *Balsetta* will be delivered by the builders in the course of next month and will take her departure for India in October. On arrival at Bombay, she will assume her station on the Aden-Bombay mail line, for which she has been specially constructed. Pending her departure for India, the *Balsetta* will make a couple of voyages as a touring yacht, first to the northern capitals of Europe, and subsequently to the Mediterranean and the ports on the Dalmatian coast. The three "M" mail ships, which are being built by Messrs. Caird and Co., and Barclay, Curle, and Co., respectively, are advancing rapidly, and it is intended that the *Mores* shall be included in the autumn programme of sailings, the *Malwa* and *Montana* following on somewhat later. The mail and general services have been carried out with the usual regularity, the former, to some extent, under the new mail contract, which commenced in February. The troopship season closed sooner than usual this year, and the five vessels engaged in this work are at present laid up in the Southampton water. The second annual competitive examination under the company's cadet scheme was recently held, and seventeen young gentlemen have been passed in to the "Worcester" this month, with a view to becoming eventually officers in the company's service. The revenue returns for the half-year, as compared with the corresponding period of last year, have been maintained, but with an increase in expenditure, owing to the enhanced cost of fuel beyond the point which had previously been reached. The passenger traffic has been unfavourably affected by two distinct causes: first, by a falling-off in the ordinary winter tourist traffic, owing presumably to the financial crisis in the United States; and in the second place by a loss of business on the Egyptian line, due to a dull season, and to extreme competition in that quarter. There has been, however, a fair advance in the Australian passenger receipts, which has compensated, to some extent, for the deficiencies alluded to. Without exception, freights have been adverse, during the last six months, throughout the sphere of the company's operations, and at the present moment business, both export and import, particularly in the Indian trade, has fallen to a very low level, with little apparent prospect of an early revival. In these circumstances, it may be considered satisfactory that, so far as the half-year up to the end of March is concerned, there has not been an actual decline in the freight earnings, but the outlook for the rest of the year, it must be frankly said, is not encouraging. The annual interim dividend at the rate of five per cent. per annum on the preferred stock, and at the rate of seven per cent. per annum on the deferred stock, will be payable on and after June 1.

DEATH OF AN OLD N. Y. K. OFFICER.

On Sunday afternoon last, June 7th, Mr. Edward Noble, late chief engineer of the N. Y. K. *Kinegawa Maru*, died on board the *Hiachi Maru*, between Penang and Colombo. Mr. Noble was being invalided home. He succumbed to softening of the brain and paralysis. Mr. Noble leaves behind a widow and family, who are at Bedford. He was one of the oldest employees of the N. Y. K., which he served faithfully well nigh a quarter of a century.

ENGLISH INTERESTS IN CHINA.

PROTECTING THE INVESTOR.

Speaking of their friendly relations with the representatives of the European Powers in Yunnan, the chairman of the Syndicat du Yunnan, at the meeting on 26th ult., mentioned a significant point interesting to all European investors in China.

The company, Mr. Achille Adam said, had recently had proof of the manner in which both the English and foreign offices were prepared to see that the Company's rights were not infringed, and to take action when the local authorities evinced any disposition to go beyond the four corners of their contract with the syndicate.

Energetic representations recently made at Peking brought about the dismissal of a high local functionary, and it was to be hoped that the lesson would be taken to heart by his colleagues and his successor.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Ludwig*) 29th inst., noon.
German (*Kleist*) 30th inst.
American (*China*) 1st prox.
Indian (*Gregory Apcar*) 1st prox.

The s.s. *Rubi* left Manila on 27th inst., and is due here on 29th inst., at 6 p.m.

The P. & O. S. N. Co.'s s.s. *Nubia* left Singapore for this port on 26th inst., at 6 a.m.

The H. A. L. s.s. *Kowloon* left Vladivostok on 26th inst., p.m., and may be expected here on 4th prox., noon.

The Apcar Co.'s s.s. *Gregory Apcar* from Calcutta, left Singapore yesterday, and may be expected here on 1st prox.

The Imperial German Mail s.s. *Kleist* left Shanghai to-day at 6 a.m., and may be expected here on 30th inst., at 6 p.m.

The P. & O. S. N. Co.'s s.s. *Manchuria* will be due to sail from Yokohama on 27th inst., and will be due to arrive at this port from San Francisco via usual route on 7th prox.

THE OPIUM CRUSADE.

Mr. Joseph Alexander, the veteran Secretary of the Anti Opium Association, it is known, has not allowed Sir Frank Swettenham's recent vigorous protest published in the *Times*, to pass by unchallenged. In a characteristic letter he has had the temerity to describe Sir Frank as the mouth piece of the people who are complaining that the House of Commons is taking their money. Mr. Alexander dogmatically asserts, that the money belongs to the very Chinese who are asking that the Opium traffic may be put down, so that they may be no longer tempted to squander their hard earned wages in opium dens and shops licensed by the British Government, and adds this startling proposition:—

It is in fact the people whose money the Government of the Straits has been abstracting by means of the Opium Farm who ask protection from this abstraction, which is in one respect far worse than mere robbery because it demoralises besides impoverishing them.

There is a remarkable similarity in the charge levelled against the Home Government on account of its introduction of the Licensing Bill and the denunciation levelled against the Governments of the Crown Colonies for their retention of the Opium Farms. The friends of the brewer describe as sheer confiscation and robbery the proposal to extinguish a number of licenses annually on payment of compensation. Here in the Straits, on the other hand, the Government is accused of robbery because it permits those who choose to purchase a quantity of the drug at an almost prohibitive price. Strangely enough no cry is raised that the inland excise revenue realised at home, is robbed from the pockets of the consumers of beer and alcohol.

Mr. Alexander also shows singular lack of knowledge of the real situation in his assertion that the sale of Opium to Malays is already prohibited in the Straits.

The Secretary of the Anti Opium Association in rushing into print reckoned without Sir Frank Swettenham, who has replied in a terse letter which should serve to open the eyes of many who are not wholly blinded by prejudice. In repudiating the position as a "mouth piece" or a piece of anybody, as attributed to him by Mr. Alexander, Sir Frank points out that he has heard of no complaints that the House of Commons is taking the money of the people of Hongkong, the Straits, the F.M.S. and Ceylon, and that he is not aware that the House of Commons is in a position to take their money. As Mr. Alexander had visited the Straits in 1906, and another member of Parliament has been there more recently, he calls upon the former to favour him with the information as to whether, his statement that the F.M.S. are governed by the Colonial Office, and not by their Sultans, is made on the authority of the Secretary of State for the Colonies or on that of the Sultans. He also asks Mr. Alexander to quote the enactment or order prohibiting the sale of Opium to Malays. With such misconceptions as to the real status of the Sultans and the condition in the Malay, it is not surprising that Mr. Alexander should have taken such a distorted view of the actual situation prevailing in the Straits. Sir Frank Swettenham thus concludes his weighty letter replete with cogent arguments which cannot fail to convince the most obtuse:—

Singapore and Penang—even the Federated Malay States—contain a considerable number of young Chinese who were born and educated in the colony, and hold views, often excellent which would not be regarded with entire approval in China. They dress in a fashion of their own, dispense with the queue, and, at their debating society meetings discuss the opium and other questions. It is just possible that the meetings referred to by your correspondent, were organised by Chinese who are not themselves opium smokers.

There is a great deal still to be carefully weighed. The question is sufficiently difficult even when you know something about it. Lord Ronaldshay and Sir Henry Blake have spoken and written of what they know, and their facts cannot be disregarded. I only suggested that, if the Imperial Government determines to act on the resolution of the House of Commons, and issues orders to the Eastern Crown Colonies to abolish the opium monopoly and give up all revenue derived therefrom, it will be easy, while gratifying moral feelings, to share the cost of that gratification by excusing the colonies from any further contribution towards Imperial defence.

Neither the Government edict, nor the refusal of the defence contribution (hitherto derived in a large part from the opium revenue), nor yet the enthusiastic meetings of Straits-born Chinese in favour of the suppression of the opium monopoly will put an end to the smoking, eating, or hypodermic injection of the drug. It is a mistake to cloud the issue by ignoring, misstating, or distorting the facts.—*Penny Pioneer*.

AN explanation of Sir Walter Hillier's appointment is given in a London cable to the *Nichi Nichi*, which quotes the *Daily Mail* as stating that Sir Walter Hillier's appointment is due to the increasing financial relations of China with England and the growing tension between Peking and Tokio. China is represented as being increasingly suspicious of Japanese intentions.

The net profit of the Japan Cotton Spinning Company for the last half-year amounted to Y447,573, including Y42,305 brought forward from the preceding period. After providing for reserves, &c., it is proposed to declare a dividend at the rate of 16 per cent. per annum, absorbing Y244,000, and carry the remainder over to new account. Returns show that the Etilite Spinning Company made a loss of Y25,539 on its working for the last half-year. To balance this account Y17,861 will be drawn from the surplus brought over the preceding period, and Y27,678 of the loss will be carried forward to next account.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

FRANCE AND CHINA.

THE YUNNAN INCIDENT.

[By courtesy of the "Shuang Po"]

Peking, 26th June.

The Chinese Minister to Paris has reported to the Waiwupu that the French Government maintains the firmness of its attitude in regard to its demands for reparation arising out of the Yunnan frontier incident.

OLD MONUMENTS.

PRESERVATION DESIRED.

[By courtesy of the "Shuang Po"]

Peking, 26th June.

H. E. Chang Chih-tung has issued instructions to all the Provincial Authorities anent the desirability of securing the preservation of all old monuments.

CHINESE TELEGRAPHS.

SHANGHAI AGENTS APPOINTED.

[By courtesy of the "Shuang Po"]

Peking, 26th June.

The Ministry of Posts and Communications has directed Chow Kam Chang and Li Hau Yau, the president and vice-president respectively, of the Chinese Chamber of Commerce in Shanghai, together with Chong Man Yin, director-general of the China Merchants' Steam Navigation Co., Ltd., in Shanghai, to act as Government agents for the collection of shares in the Chinese Telegraph Administration.

CONSTITUTIONAL
GOVERNMENT.

DATE OF OPENING OF
PARLIAMENT.

[By courtesy of the "Shuang Po"]

Peking, 26th June.

It is reported that, on the 24th inst., the Grand Councillors arrived at a decision in regard to the date for the establishment of a parliament for China.

Imperial sanction will be sought for the universal announcement, at an early date, of the period within which constitutional government will be granted within the Empire.

[Kester's.]

Persia.

London, 25th June.

St. Petersburg reports fighting at Tabriz between the revolutionaries and reactionaries throughout Tuesday, the clergy siding with the reactionaries.

News from Teheran says the city was quiet all night, but fire was resumed at three yesterday afternoon.

The house of Zehreddowleh, ex Governor of Resht, was shelled and pillaged.

Later:

There were many more arrests in Teheran yesterday, and the editor of the newspaper *Surush* and others have been executed. Workmen are demolishing the Parliament building.

The troops are well in hand and orderly, and the bazars are open.

A Shipping Disaster.

Advices from Corunna, Spain, report the loss of the steamer *Lurachs* which struck the rocks and sank near Muros.

One hundred and fifty-one persons perished.

GRAND Councillor Yuan Shih-kai has memorialized the Throne suggesting that all members of Chinese Legations in foreign countries must in future be composed of men who have been educated abroad and well acquainted with the language of the country to which they may be accredited; and that the salaries of the members are at present too small as compared with those of the foreign Legations in China and elsewhere and should, therefore, be adequately raised. Further, that the regulations of the Chinese Consulates are inappropriate and should be thoroughly revised according to those of the foreign Consulates in China. It is stated that the majority of the high officials of the Central Government are in favour of H.E. Yuan's suggestions, but that the sanction of the Throne has not been secured as yet.

The "Powan" Disaster.

MASTER AND SECOND MATE REPRIMANDED.

CLOSING INCIDENTS OF THE CASE.

The verdict arrived at by the Court of inquiry which was held to consider the circumstances surrounding the disaster which befell the steamship *Powan*, on the 8th instant, was that the master should be "severely reprimanded," while the second mate was "reprimanded."

The Court sat at nine o'clock, but owing to the absence of Mr. Robson, who was the second engineer of the *Powan*, who had in the meantime obtained another position on a *Manila* boat, and whose evidence was very material to the case, the Court adjourned for an hour in order that the witness might be able to attend. At ten o'clock, Mr. Robson was present and gave his evidence, which we submit below.

The Harbour-master (Comdr. Basil Taylor, R.N.) presided. The Assessors were—Lieut. Henry Butterworth, R.N., H.M.S. *Tamar*, Captain James Page, R.N., *Yongking*, Captain Edson Stewart Crowe, R.N., *Albatross*, and Captain Thomas Alexander Mitchell, R.N., *Fook Sang*.

EVIDENCE BY THE SECOND ENGINEER.
J. Robson, second engineer of the *Powan*, was the last witness called. He testified to the fact that, on the night of the 8th instant, when the *Powan* left the wharf, he was in the engine-room. The order first was "slow ahead," and later "half speed." It was about fifteen minutes after leaving the wharf that the order for "full speed" was given.

The Court—Was the speed altered after that? Witness—Yes.

What was it?—Half speed.

How long after that did the strike?—About two minutes.

Will you describe what took place in the engine-room after she struck?—I felt three bumps.

The first bump was not a hard one?—Not very.

Yes?—Immediately after she struck the telegraph rang "full speed ahead."

The witness then proceeded to describe the scene that followed the bumping. Water, he said, rushed into the engine-room in great volumes. An attempt was made to get the pumps out.

The Court—Were the pumps out at all?

Witness—No.

You say the chief engineer was in the engine-room? Did he start the pumps?—I don't know.

For all you know, he may have?—He may have.

And then what happened?—The plates started to buckle.

About how long after the grounding did you notice the water nearly up to the first?—About two minutes.

After the engines had been put "full speed ahead" did you get any further signals?—Yes.

What was it?—"Stand by."

No further signals after that?—No.

Were the engines still going?—Yes.

Had your staff of firemen gone to the deck before you?—I think so.

By Lieutenant Butterworth—Had the pumps been started would they be sufficient to keep the water out?—No, sir. It was nothing like it.

Was the telegraph in working order all the time you were in the engine-room?—Yes.

Did you get any verbal orders from the deck?—No.

No message about engines?—No, sir.

By Captain Black—You said you had orders to go "half speed" before she struck?—Yes.

By the telegraph?—Yes.

Captain Black—I am not aware of having given that signal.

The Court—You are quite certain about that? Witness—I am.

Captain Black stated that he could not understand the witness's statement regarding the alleged lack of signals. If, he said, no orders were given the ship would have sunk in the middle of the Pass.

(To the witness)—You had no orders for stopping the ship?—No.

The last order you said was "stand by"?—Yes.

The Court was here cleared.

On being re-opened, Captain Black was called upon to make a statement.

He stated that he wanted to corroborate his previous statement. Furthermore, he wanted to say that on Sunday afternoon he went out to verify the point and to locate the place where the *Powan* sank.

The Court—Had you been where you thought you were?

Captain Black—Yes.

The Captain then proceeded to explain the exact position where the *Powan* struck by the chart. He added also that from previous experience after a heavy rain the ebb tide was abnormally strong in those parts. He drew the Court's attention to the fact, as he had stated before, that the pilot was at the wheel instead of at his post.

Again the Court was cleared; this time for the decision to be arrived at.

THE FINDING.

After about twenty minutes the Court was re-opened, and the finding was read by the Harbour-master, as follows:—

We find that the British steamer *Powan*, official number 68,387, of Hongkong, of which Henry Irwin Black, master mariner, was master, left the wharf of the Hongkong & Canton and Macao Steamboat Company, Hongkong, at nine p.m. on the 8th June, 1908, on a voyage to Canton with a small cargo of 160 bales of paper and a few other sundry packages, and 171 Chinese passengers. The engines were kept at half speed until the fairway buoy was passed, when a course was set for Cap-sui-mun, N. W. by W. 4 W. the invariable course adopted, and the engines put to full speed, which should give her about 10½ knots.

Shortly after this the master left the bridge, and on his return, a few minutes later,

he found it was raining, and the land obscured from view. During the passage between the fairway buoy and Cap-sui-mun it was twice necessary to alter the course to port to avoid rocks. This, however, was compensated for by keeping her headed a quarter of a point to the north of her course for some minutes after each alteration.

At about 9.40, at which hour it was to be expected that the ship would be nearing Cap-sui-mun, land was sighted close under the port bow, and, by the master alone, on the starboard bow. The master not being quite certain of his position, appealed to the pilot—a member of the crew, who had been on the run in the ship for nineteen years—as to whether the land on the starboard side was Mawan Island in his opinion. The pilot, unfortunately, was not at his station—at a window of the wheel house over the master's head—but, in the temporary absence of the helmsman, had taken the wheel, from which position he was unable to see the land on the starboard bow and, thinking the master referred to the land on the port bow which he could see, and which he thought resembled Mawan, promptly replied in the affirmative, at the same time putting the helm hard a port, the master immediately afterwards giving orders to that effect. The pilot's evidence here is not very satisfactory, as he was not able to give any reason for his confident recognition of the land.

The master was still under the impression that the land he had seen on the starboard bow was Mawan Island, and, after turning to starboard two or three points, righted his helm, and stood up, as he imagined, in mid-channel, to go through Cap-sui-mun. Almost at the same instant the ship took the ground, and the engines were eased to half speed. The ship appeared to pass over the rocks, and to be afloat, so the engines were put to full speed ahead again, with a view to getting her out of the vicinity of danger, while the wells were being sounded. There is some slight conflict of evidence as to the actual signals given to and received by the engineers, but this is accounted for by the fact that the telegraph was obviously damaged by the shock of the impact, and was unreliable. When it was found that the ship was making water in considerable quantities, it was decided to beach the ship, for which purpose the helm was put hard a-starboard and the ship headed for the nearest beach. She, however, sank before reaching it.

We find that all possible steps were taken after grounding to save the ship and passengers. We are of the opinion that the master was guilty of a grave error in judgment in keeping the engines at full speed when he was in any way uncertain of his position in thick weather. It also appears to have placed too much reliance upon the expression of opinion by the Malay pilot, who was not, as it turned out, in a position to give an opinion of any value. Seeing that so much importance was attached to the opinion of the pilot, it would seem a most improper proceeding to take the helmsman from the wheel, necessitating the absence from his post of the pilot, but this was done by the second mate without the knowledge of the master. We, therefore, direct that the master be severely reprimanded and the second mate reprimanded.

The Court was then dissolved.

VOLUNTEER CORPS ORDERS.

SIGNALING CLASS.

Parade.—At headquarters at 5.30 p.m. on Tuesday, the 23rd instant.

The examination for the above class will be held on Tuesday, 7th July, 1908.

RECRUITS.

Parade.—At headquarters at 5.30 p.m. on Friday, the 3rd July, 1908, for 15 pdr. Q. F. gun drill. Sergt. Barford will attend.

CRANE CUP.

A shoot for the Engineer Company will take place at King's Park Range on Sunday, the 5th July, 1908, for the above cup commencing at 9 a.m.

Ammunition must be procured from Volunteer Headquarters (which will be supplied free by the O.C. Engineer Company) before 1 p.m. on Saturday, the 4th July, 1908.

AMBULANCE CLASS.

The undermentioned N.C.O.s and men passed a satisfactory examination in First Aid to the Wounded, on the 4th June, 1908, and have been awarded certificates accordingly: Sergt. F. O. Day, Corp. A. E. Wright, Gunner P. L. McPherson, Gunners T. Loft, B. E. Fielder, E. Hope, and P. Jacks.

JOINED.

Mr. R. J. Brown joined the Corps on the 16th June, 1908, assigned Corps No. 1022 and posted to the Infantry Company.

Mr. C. Summers joined the Corps on the 16th June, 1908, assigned Corps No. 1023 and posted to the Engineer Company.

Mr. J. D. Campbell joined the Corps on the 16th June, 1908, assigned Corps No. 1024 and posted to No. 1 Company, H.K.V.A.

Mr. A. Charlton joined the Corps on the 16th June, 1908, assigned Corps No. 1025 and posted to No. 1 Company, H.K.V.A.

Mr. L. E. Lammer joined the Corps on the 19th June, 1908, assigned Corps No. 1026 and posted to No. 1 Company, H.K.V.A.

Mr. F. J. Rowley joined the Corps on the 19th June, 1908, assigned Corps No. 1027 and posted to No. 1 Company, H.K.V.A.

Mr. G. Piquet joined the Corps on the 19th June, 1908, assigned Corps No. 1028 and posted to No. 1 Company, H.K.V.A.

Mr. A. A. Claxton joined the Corps on the 19th June, 1908, assigned Corps No. 1029 and posted to No. 1 Company, H.K.V.A.

Mr. W. W. Edwards joined the Corps on the 19th June, 1908, assigned Corps No. 1030 and posted to the Engineer Company.

Mr. J. Osborne joined the Corps on the 20th June, 1908, assigned Corps No. 1031 and posted to the Infantry Company.

RESIGNED.

Gunner E. W. H. James is permitted to resign leaving the Colony with effect from the 23rd June, 1908.

OUTBREAK IN YONNAN.

OVER THREE HUNDRED KILLED IN RECENT SKIRMISH.

The troubles in Yunnan have reached a stage at which the Government has had to resort to military force with great loss of life to the rebels.

The agitators at first tried passive resistance by organising crowds to protest against the heaviness of the taxation levied. But as the Government contented itself with dispersing the assembled mobs, and only resorted to force when driven to it, the seditious movement grew in strength.

GREAT SLAUGHTER.

The rebels mustered in great numbers in the Province of Khy-hoa, and took post at a place called Phu-yen. There the troops met the enemy and defeated them with heavy loss, the killed alone amounting to 315. This happened on May 23. The latest news is that the district was quieting down.

In the Province of Quinhon, where the movement started, the bloodshed has simply enraged the disappointed people, and there is no check to the agitation. The more moderate section still hope for justice from the Government by lessening the weight of the crushing taxation.

The leaders see clearly that passive demonstrations will not benefit them and that armed resistance is out of the question and they have taken to a more formidable weapon—the boycott.

They gave the order, and at once all the disturbed districts were forsaken, there being neither buyers nor sellers. Guards posted on the roads turn back all the dealers. All business and trade have stopped from the strict enforcement of orders not to sell anything to Frenchmen and not to work on any account for Europeans.

THE BOYCOTT.

It is, in fact, a fierce war waged to starve out all the French residents, and to ruin all the colonists and merchants. The boycott is a real thing, and those who refuse to join receive no mercy. For instance, at Tam Quang, a carpenter, who persisted in working for a European was seized and beheaded. Several boys and convicts who remained in the employ of Europeans have disappeared altogether, it being conjectured that they have shared the fate of the carpenter.

The *Saigon Opinion* says that the rebel movement is managed by clever leaders who seem to obey orders issued by a supreme authority.

One thing certain is that the guiding spirits who order the boycott and compel servants and workmen to leave the employ of Europeans are Nationalists who have been to Japan and have been fired by the Japanese victories over Russia. Matters are indeed so bad that the proclamation of martial law is now urged.—*Malay Mail*.

JAPANESE VOLUNTEER FLEET STRAMER.

LAUNCH AT NAGASAKI.

In brilliant sunshine, and punctually at the hour appointed, the first steamer of the Imperial Japanese Volunteer Fleet was launched from the Mitsui Bishi Dockyard and Engine Works on the 6th instant. The ceremony, says the *Nagasaki Press*, partook of a national character, invitations having been issued to the members of the Fleet Association throughout the Empire. H.H. Admiral Prince Arisugawa, Patron of the Fleet Association, was unable to be present, but sent an aide-de-camp, Commander Nunome, to represent him. Prior to the launch, Commander Nunome read an address from Prince Arisugawa which was responded to by Mr. Maruta, General Manager of the Dockyard. He then cut the cord and almost immediately the vessel slid gracefully down the ways, the bottle of wine being broken over her bow as she started. The vessel, which has a very smart appearance, was decorated with evergreens and flags. As she entered the water the usual *hissat* were given and the Sasebo Naval Band played a selection of music.

The keel of the *Sakura-maru* was laid down on August 20th, 1907; it is expected that the vessel will be ready for sea within twelve months from that time. Her first voyage will be around the coasts of Japan, in order to give the subscribers to the Volunteer Fleet an opportunity to inspect her; the cruise should also prove a valuable advertisement for the home ship-building industry. She will then be turned over to the Osaka Shosen Kaisha and be placed in the Formosan service.

The dimensions, etc., of the vessel are as follows:—

Length, 335 feet; breadth, 43 feet; depth, 31.5 feet; draught, 17 feet; tonnage, gross 3,200 tons; displacement, 3,880 tons; horse-power, 8,500; speed, 21 knots; coal storage capacity, 600 tons; Engines, Parsons' triple shaft steam turbine.

Being intended for service in war-time as a cruiser, the *Sakura-maru* will carry two 6-inch and six 12-pounder guns. Every care has been taken in construction to fit the vessel for warfare, the steam turbines being protected by coal bunkers below the water line. The system of water-tight compartments was also selected with a view to minimising war risks.

The steamer has been built under the special supervision of Dr. Sakurai and Dr. Shin, of the Imperial Navy. Dr. Sakurai visited Formosa last year in order to ascertain the requirements necessary for the climatic conditions under which the vessel will be employed.

As the vessel is primarily intended for naval service, no money will be wasted on undue decoration of the interior, but comfortable accommodation will be provided for four special first-class, 28 ordinary first-class, 42 second-class, and 740 steerage passengers. A drawing-room is among the luxuries to be provided for the special first-class passengers. The peculiar necessities of the Formosan service have been kept in view throughout the construction of the vessel, especially with regard to the sanitary fittings.

A surgeon, a dispensary, and two isolation hospitals will doubtless be as serviceable for the vessel in her mercantile capacity as in war-time.

SHIPBUILDING IN JAPAN.

DEPRESSION IN THE TRADE.

Encouraged by the great activity in the construction or repair of war-ships and merchant vessels during and after the Russo-Japanese War, the *Japan Chronicle* says, "all the shipbuilding yards, including the Government yards, largely increased the number of their operatives, blacksmiths in cities and the interior being attracted by high wages. In addition the Mitsui Bishi, Kawasaki, Uraga, and Hakodate yards have largely extended their works. The tide has now turned. Tonnage greatly exceeds what is required. Depression of trade has made the trouble worse, and orders both for construction and repair have markedly decreased. As the work at shipbuilding yards has seriously fallen off, many workers have necessarily been dismissed. At the Hakodate and Uraga dockyards the number dismissed has been large, and it is reported that since April 12th over two thousand men have been dismissed by the Kawasaki yard. The Government yards have also dismissed about 2,000 men. It is estimated that about 6,000 shipbuilding operatives are now out of employment. The Mitsui Bishi yard at Nagasaki has not suffered to the same extent as other yards. It has twelve vessels in hand—the *Chiyo-maru* and *Koyo-maru*, sister ships of the T.K.K. liner *Toyo-maru*, two 9,000-ton N.Y.K. liners for the European line; three T.K.K. oil-tank steamers; the Volunteer Fleet S.S. *Sakura-maru* and *Urago-maru*, and the dispatch boat *Mogami*. Even at the Mitsui Bishi yard, however, there is a slight diminution in the number of workmen employed, as vacancies which occur are not filled. At present the total number of operatives working at shipbuilding yards at Nagasaki and Kobe is not more than twelve thousand, a heavy decrease from the period immediately after the war, when the industry was for a time very prosperous. The number of operatives at the Kawasaki Yard, which stood at over 9,000 on February 11th last, is now reported to be under 7,000. The Osaka Iron Works is reported to be in little better position, the works being now chiefly occupied with making bridgegirders and other works ordered by the Imperial Railway Bureau. These facts show how depressed the shipbuilding industry in Japan is at the present moment. In the course of some remarks on this head, the *Asahi* points out that the shipbuilding yards on the bank of the Clyde are also having a bad time and have dismissed more operatives than the Kawasaki Yard. That is true, and shipbuilding is going through a serious crisis generally in the United Kingdom, owing to over-production, but it is calculated to give a rather incorrect idea of the two places to say that more workmen have been dismissed on the Clyde than in Kobe."

In the eleven years since the promulgation of the Shipbuilding Encouragement Law in March 1896 to the 6th instant, 83 steamers with an aggregate tonnage of over 200,000 were built in Japan, receiving bounties in accordance with the same law. These steamers include the N.Y.K. steamer *Kilani-maru* (7,200 tons), launched at the Kawasaki Yard in October 1897, and the Marine training ship *Tsukihima-maru*, 1,099 tons (a vessel which disappeared with her whole crew), launched at the Mitsui Bishi yard in March 1898, the T.K.K. *Toyo-maru*, the largest Japanese steamer now afloat, built at the same yard, and the I.V.F. steamer *Sakura-maru*, launched at Nagasaki on the 6th instant. Of the 83 steamers, 76 (exclusive of the *Hitschi-maru* and others wrecked), with an aggregate tonnage of 167,477, are completed. The yards building these steamers are as follows:—

No. of steamers built.	Total tonnage.
Mitsui Bishi yard	30 166,066
Kawasaki yard	22 36,426
Osaka Iron works	21 22,730
Ishikawajima yard	2 2,516
Total	76 167,747

The number and tonnages under equipment of steamers at different yards are as follows:—

No. of steamers.	Tonnage.
Mitsui Bishi yard	3 24,000
Kawasaki yard	1 8,600
Osaka Iron works	3 4,160
Total	7 36,760

Eleven steamers with an aggregate tonnage of about 8,200 are being built with the bounties under the Shipbuilding Encouragement Law.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 26th inst:—

During the week under review, business has been very quiet, and we have to again report a general all round slackness in our market.

Banks.—Hongkong and Shanghai Banks have been sold during the week at \$755, closing weak at \$750. The London rate has not fluctuated and remains at £78.10.

Marine Insurances.—North China are neglected at 77½ and Cantons at \$235. Unions are steady at \$72, at which rate they can probably be sold. Small sales of Yangtzeu have been effected locally at \$150½, while buyers role the Northern market at the same rate.

Fire Insurances.—There are buyers of both, China's Fires and Hongkong Fires, at quotations.

Shipping.—China and Manilla continue out of favour at \$15. Displaces are firm at \$37. There are buyers of Hongkong, Canton, and Macao Steamboats at the slightly reduced rate of \$17½. Indo-China have further weakened to \$10 and \$10½ for the preferred and deferred shares respectively, at which rates joint sales have taken place, closing with further buyers.

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S.S. "SURUGA".....18th July.
For Freight and further information, apply to

DODWELL & Co., LIMITED
Agents.
Hongkong, 27th June, 1908. [613]

Star Ferries old and new are unaltered and without business to report.

Refineries.—China Sugars have maintained their position, during the week, and continue to rule quiet at \$130. Luxons and Perak Sugars are unchanged.

Mining.—Chinese Engineering are somewhat easier in the North at Tls 13½. Raubs have declined to \$7. From private telegraphic advices received from Singapore we learn that the result of the crushing of this Company for the past period of four weeks yielded 995 ozs. gold from 5,722 tons stone.

Docks, Wharves and Godowns.—Kowloon Wharfs are steady at the slightly reduced rate of \$50. Whampoa Docks are quiet at \$109, without business to report. An improvement in Shanghai Docks has set in, and sales have been effected at Tls. 82. Hongkong Wharfs have suffered a heavy decline, but at the close there are inquiries in the North at Tls. 220.

Lands, Hotels and Buildings.—Central Stores can be placed at \$12. Hongkong Lands and Hongkong Hotels are unchanged and can be obtained at quotations. Humphreys Estates are wanted at \$10, but none are obtainable.

Cotton Mills.—Ewos are inquired for at Tls. 56. Hongkong Cottons have been dealt in at \$11. Internationals have weakened to \$53½ with sales at the rate. Lau Kung Mows have been sold at the improved rate of Tls. 8½, while Soy Chees have sellers at the reduced rate of Tls. 24½.

Miscellaneous.—China Borneos can probably be had at \$10½, and China Providents at \$9½. Green Island Cements are firmer at \$10½. In the North, Hall and Hall's have found buyers at \$10½. Watsons are obtainable at \$10, while William Powells have buyers at \$5. A slight drop in Langkats has taken place in the North, and sales have been effected at Tls. 52½. Sumatras are likewise easier, with sellers at Tls. 88.

Exchange.—The Banks selling rate on London is 1/10 3/16 on demand. The T/T. rate on Shanghai is 74½.

Dividends Payable.—Shanghai Docks—Final of Tls. 24, for year ending 30th April, 1908, payable in Shanghai on the 27th July. Indo-China—dividend of 6 ½%—on preference shares for year ending 31st December, 1907, payable in London on the 27th inst.

YARN MARKET.

In their report dated 26th instant, Messrs. Phirosha B. Petit & Co. write:—
Our last circular was dated the 12th inst.

The past fortnight is conspicuous by reason of the disastrous floods which have overtaken the provinces of Kwangtung and Kwangsi, sweeping off the face of the paddy fields the small remnants of the first rice crop which was about to be garnered, and the sharp rise in Exchange. A combination of these factors has brought about a complete demoralisation of the yarn market.

Early in the period under review buyers were in the market for some selected threads, notably Nos. 122 and 123; but no sooner had news arrived from the interior of the extensive inundation which has reduced the entire cultivable area from Wuchow to Sainam into one expansive sheet of water, than there was a complete cessation of orders. It is little wonder when it is considered that the recuperative ability of the consuming districts is now entirely problematic. It is known for certain that hundreds of thousands of the inhabitants of the Kwang Provinces are reduced to penury while as many if not more are actually on the verge of starvation. Relief measures, in which the Hongkong Chinese merchants are co-operating wholeheartedly, have been organised in Canton both by the Provincial authorities and on the initiative of private benevolence. Meanwhile the yarn market is wholly paralysed as far as Chinese dealers are concerned. Some have already made tentative attempts to obtain a curtailment of prices for closed contracts; it is doubtful if, in the present parlous state of affairs, engagements can be fulfilled in full.

No. 202.—A very limited business was done in selected threads only at a decline of \$1 to \$3 per bale.

No. 162.—No business reported.

No. 122.—A moderate business was done in selected threads at a decline of \$1 to \$2.

No. 102.—In moderate demand at a decline of \$1 to \$2.

No. 82 and 62.—No business reported.

The market closes dull and quiet. Sales:—1,350 bales of No. 102, 650 bales of No. 122, and 400 bales of No. 202; in all about 2,400 bales.

Arrivals.—Per steamers *Colerius* *Apar*, *Namang*, and *Kumming* (from Calcutta) and *Nippon*, *Yokohama*, *Danaka*, and *Kanada* (from Bombay) of about 7,500 bales.

Unsold Stock.—About 24,000 bales.

Uncleared Stock.—About 14,000 bales.

Exchange.—We quote to-day as follows:—
India T.T. at Rs. 15½ per cent.
Demand " " 16½
London T.T. " 5b. 110½
Demand " " 110½
Shanghai " " 110½
Silver " " 233/16 per oz.

Intimations.

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TO CLEAR ORDINARY PRICES.

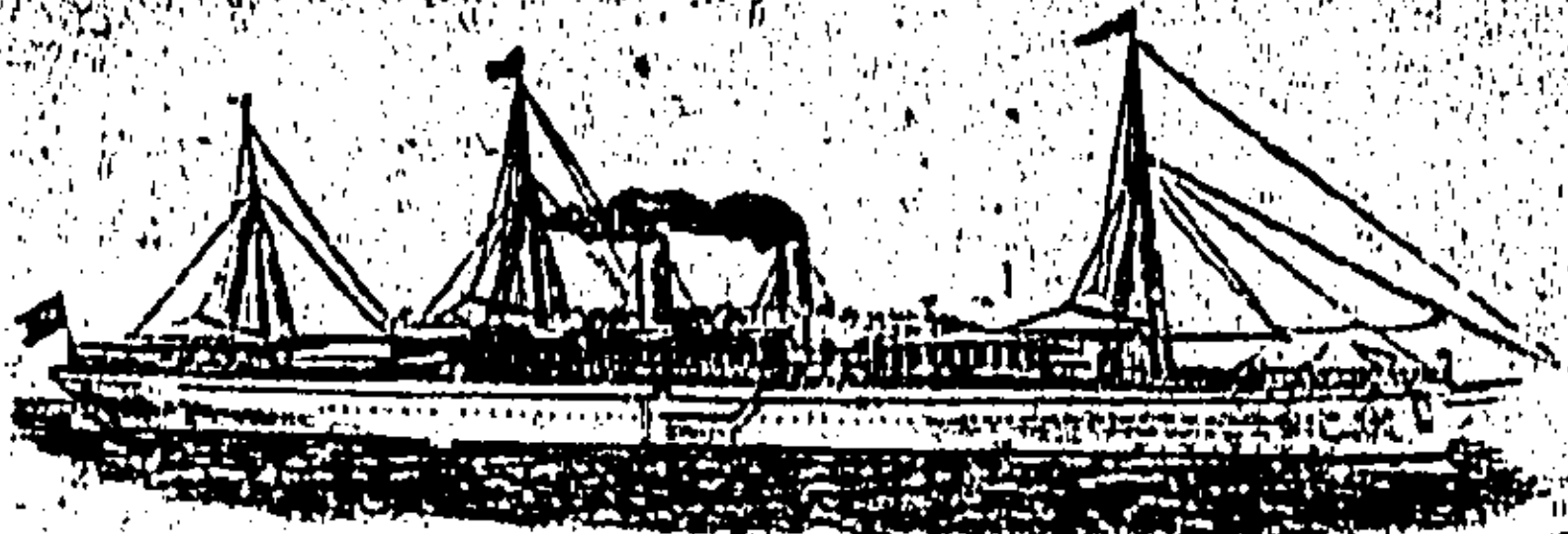
Rachals - - \$565 \$700

" - - 535 650

" - - 410 500

Shipping—Steamers.

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"MONTEAGLE"	6,103.....	SATURDAY, July 11th	Aug. 4th
"EMPEROR OF CHINA"	6,000.....	SATURDAY, July 25th	Aug. 15th
"GLENFARG"	3,700.....	SATURDAY, Aug. 8th	Sept. 6th
"EMPEROR OF INDIA"	6,000.....		
"LENNOX"	3,700.....		

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(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
TIENTSIN via WEIHAIWEI and	"CHI-SHING"	TUESDAY, 30th June, Noon.
SHANGHAI	"WIN-SANG"	TUESDAY, 30th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUM-SANG"	TUESDAY, 30th June, Noon.
SOURABAYA	"CHUN-SANG"	WEDNESDAY, 1st July, 3 P.M.
MANILA	"LOONG-SANG"	FRIDAY, 3rd July, 4 P.M.
MANILA	"YUEN-SANG"	FRIDAY, 10th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	WEDNESDAY, 15th July, Noon.

RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers *Kutsang*, *Namsang* and *Fukwang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 27th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA, ZAMBOANGA, THURSDAY ISLAND & OTHER AUSTRALIAN PORTS.	"CHANGSHA"	28th June, Noon.
AMOI & SHANGHAI	"LIANGCHOW"	29th " 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG.	"NANCHANG"	30th " "
MANILA	"TEAN"	30th " "
CEBU & ILOILO	"KAIFONG"	4th July, "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.
Hongkong, 27th June, 1908.

HONGKONG—MANILA.

Highest Class, swiftest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ROBI	2540	Almond	MANILA	SATURDAY, 4th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 11th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.
Hongkong, 27th June, 1908.

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship

"OCEANO,"

will be despatched for the above Port, on or about SUNDAY, the 28th June.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 23rd June, 1908. [540]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOOSHOW.

THE Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the above Ports, on TUESDAY, the 30th instant, at 2 o'clock P.M.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, 25th June, 1908. [610]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
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Tremont..... 6,060 Garlick..... 1st July.

Swanwick..... 6,232 Shotton..... 23rd July.

Kumuk..... 6,232 Cowley..... 19th Aug.

Shawmut..... 9,060 Roberts..... 12th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND COINING, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation for

first and second class passengers. The

large size of these vessels ensure steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 10th June, 1908. [19-20]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

will be despatched for the above Ports on or

about the 10th July, 1908.

For Freight and further Particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 22nd June, 1908. [611]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every

evening, (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

AND

SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 2nd July, 1908. [30]

CHARTREUSE

Chartreuse has never required, to be

extensively advertised. Its ancient fame has

always been and is still sufficient for its success.

An increase of imitations has recently ap-

peared and it is necessary to put consumers on

their guard and remind them that Chartreuse

—the incomparable liqueur— is only made

and can ONLY be made at the Grande Char-

treuse, with the process which has com-

manded its success.

As a guarantee of its authenticity, Con-

sumers are advised to insist upon seeing the label

which should bear the well known signature

and emblem.

CHARTREUSE

[548-A]

Notice of Firm

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 1st July, 1907. [147]

Intimations.

PABST BREWING COMPANY

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907. [141]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of Real Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 10th March, 1908. [148]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 850 lbs. net \$8.85 per Bag

ex Factory.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 28th April, 1908. [150]

A WONDERFUL DISCOVERY.

This is the story of a man who, when

ill, was cured by the use of a certain

remedy, and has since been cured of

many other ailments by the use of the

same remedy. The story is so interesting

and so full of details that it is worth

reading to all who are interested in

the subject of medicine. The story is

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CLOSING QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$13,500,000 \$150,000	\$2,000,387	Final of £2 on old and £1.10/- on new shares for 8-year ending 31.12.07	5 1/2 %	\$750 London £78.10/-
Nations Bank of China, Limited	99,925	£7	£6	£4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$219,058 \$201,959 \$125,000 Tls. 100,000 Tls. 48,942	none	\$10 for 1906	8 1/2 %	\$255 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$3,000,000 \$1,000,000 \$302,478 \$119,091 \$727,649 \$1,000,000 \$109,012 \$85,157 \$1,000,000 \$140,007 \$15,832	Tls. 204,421	Interim of 7/6 ex 2/5 for 1907	6 %	Tls. 77 1/2
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000 \$1,000,000 \$302,478 \$119,091 \$727,649 \$1,000,000 \$109,012 \$85,157 \$1,000,000 \$140,007 \$15,832	\$1,506,011	Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2 %	\$790
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$3,000,000 \$1,000,000 \$302,478 \$119,091 \$727,649 \$1,000,000 \$109,012 \$85,157 \$1,000,000 \$140,007 \$15,832	\$591,763	\$1 and bonus \$3 for 1906	9 1/2 %	\$152 1/2 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$140,007 \$15,832	\$72,432	\$4 and bonus \$2 for 1906	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$219,058 \$201,959 \$125,000 Tls. 100,000 Tls. 48,942	\$28,027	\$27 for 1906	8 1/2 %	\$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$75,000 \$264,687 \$206,888 \$20,000 \$275,000 \$75,279 \$20,000	\$1,935	\$1 for 1906		\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$140,007 \$15,832	Nil.	\$4 for year ending 30.6.1907	10 1/2 %	\$38
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$164,687 \$127,500 \$20,000 \$275,000 \$75,279 \$20,000	\$16,437	\$1 1/2 for 2nd half-year making in all \$2 1/2 for year ending 31.12.07	7 1/2 %	\$29 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	\$60,000 \$140,007 \$15,832	£3,694	\$1 for 1906 @ ex 2/2 = \$2.24 per share ...	3 1/2 %	\$4 buyers \$20 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 \$400,000 \$1,471 \$1,471	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907 Second interim of 1/- (Coupon No. 9) for a/c 1907	7 1/2 %	Tls. 44 sales Tls. 52 sales 45/- buyers
"Shell" Transport and Trading Company, Limited ..	3,000,000	£1	£1	\$65,000 \$47,222 \$140,000 Tls. 60,255 Tls. 10,000 Tls. 17,142 \$24,538	\$98	\$1.00 for year ending 30.4.19. 8	4 %	\$25 \$15
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000 \$140,007 \$15,832				
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	Tls. 17,142 \$24,538	Tls. 6,859	Final of Tls. 2 1/2 making Tls. 5 for 1907 ...	12 1/2 %	Tls. 49 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	100	\$100,000 \$140,007 \$15,832	Dr. \$279,371	\$8 for year ending 31.12.05		\$130
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$70,000 \$140,007 \$15,832	Dr. \$135,131	\$3 for 1897		\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 \$140,007 \$15,832	Tls. 9,171	Tls. 4 (8 %) for year ending 31.8.06		Tls. 12 1/2 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$140,007 \$15,832	\$11,556	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	Tls. 15 1/2
Raub Australian Gold Mining Company, Limited ..	150,000	£1	£1	\$150,000 \$140,007 \$15,832	\$11,556	No. 12 of 1/- = 48 cents		\$7
DOCKS, WHARVES & GODOWNS.								
Fowick (Geo.) & Co., Limited	118,000	\$5	\$5	\$590,000 \$140,007 \$15,832	\$3,726	\$1.75 for year ending 31.12.06		\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$0	\$0	\$0 \$140,007 \$15,832	\$3,556	Final of \$1 1/2 making \$3 1/2 for 1907	7 %	\$50
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$0	\$0	\$0 \$140,007 \$15,832	\$441,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$103
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 \$140,007 \$15,832	Tls. 10,459	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	6 %	Tls. 81 sales
Shanghai and Hongkew Wharf Company, Limited ...	36,000	Tls. 100	Tls. 100	Tls. 69,257 Tls. 75,000 Tls. 125,000	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 \$140,007 \$15,832	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 101 sales
Antor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	\$750,000 \$140,007 \$15,832	\$10,908	\$2 1/2 for year ending 30.6.07	11 %	\$201 sellers \$12 buyers
Central Hotel, Limited	50,125	\$15	\$15	\$751,875 \$140,007 \$15,832	\$9,178	\$1.50 for 1906	7 1/2 %	95
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$140,007 \$15,832	\$252	Final of \$3 1/2 making \$7 1/2 for 1907	7 1/2 %	\$100 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 \$140,007 \$15,832	\$36,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	6 1/2 %	\$104
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	\$1,500,000 \$140,007 \$15,832	\$4,621	70 cents for 1907	6 1/2 %	\$26 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$140,007 \$15,832	1653	\$4 1/2 for 1907	6 1/2 %	Tls. 123 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 \$140,007 \$15,832	Tls. 107,547	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	6 1/2 %	\$48
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$140,007 \$15,832	\$1,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 \$140,007 \$15,832	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 56 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$140,007 \$15,832	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$11 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000 \$140,007 \$15,832	Tls. 8,519	Tls. 6 for year ended 30.9.06 (8 %)		Tls. 62 1/2 sales
Laos-kong-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$800,000 \$140,007 \$15,832	Tls. 6,301	Tls. 8 for 1906		Tls. 82 1/2 sales
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 350,000 \$140,007 \$15,832	Tls. 50,063	Tls. 50 for 1906		Tls. 745 sellers
MISCELLANEOUS.								
Bell's Asbestos Agency, Limited	8,604	12 1/2	12 1/2	\$1,075,500 \$140,007 \$15,832	\$638	1/3 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$140,007 \$15,832	\$25,000	\$1.20 for 1907	11 %	\$104
China Light and Power Company, Limited	50,000	\$20	\$20	\$1,000,000 \$140,007 \$15,832	\$25,000	60 cents for year ended 28.2.06		\$61
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$140,007 \$15,832	\$5,593	80 cents for 1907	8 1/2 %	\$91
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500 \$140,007 \$15,832	\$2,074	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$140,007 \$15,832	\$5,078	Final of 75 cents making in all \$1 1/4 for 1907 75 cents for 9 months ending 31.12.07	11 1/2 %	\$14 1/2
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$140,007 \$15,832	\$51	\$2 for year ending 28.2.08	8 %	\$14 buyers
Hall & Holtz, Limited	11,000	\$20	\$20	\$220,000 \$140,007 \$15,832	\$8,97	\$1 for year ending 28.2.08	10 1/2 %	\$19 1/2 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$140,007 \$15,832	\$9,321	\$1 and bonus 20 cts. for year ending 29.2.06 Final of \$15 making in all \$10 for 1907	7 1/2 %	\$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$140,007 \$15,832	\$4,578	Final of \$15 making in all \$10 for 1907	8 1/2 %	\$225 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$140,007 \$15,832	\$8,191	Final of \$1.20 making in all \$1 for 1907	7 %	\$55 buyers
Maatschappij tot Rijp. Bosch en Landbouwen plaatje in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 547,500 \$140,007 \$15,832	Tls. 17,127	Interim of Tls. 20 for 2nd quarter 80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	Tls. 522 1/2 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$140,007 \$15,832	\$7,471	None	6 %	\$14
Peak Tramways Company (new)	25,000	\$10	\$10	\$250,000 \$140,007 \$15,832	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 113 sales
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$140,007 \$15,832	Tls. 6,603	Final of Tls. 3 making in all Tls. 14 for 1907	16 %	Tls. 88 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000 \$140,007 \$15,832	Tls. 8,493	Final of 37 1/6 making 52 1/6 for 1907		Tls. 385 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 58,332	None	6 1/2 %	\$23 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	\$1,308,000 \$140,007 \$15,832	Dr. \$9,231	40 cents for year ending 31.5.07	6 1/2 %	Tls. 97 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$140,007 \$15,832	\$111	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	\$11
Sing Sing Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$140,007 \$15,832	\$1,360	80 cents on 9,000 ord. shares and \$10.80 on 100 Fd. shares for yr. end. 31.5.07	6 1/2 %	\$13
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000		Final of 30 cents = 3 % making 60 cents for year ending 31.12.07	6 %	\$10 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$140,007 \$15,832	16,438	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$5 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$140,007 \$15,832	\$41			
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$140,007 \$15,832				
William Powell, Limited	15,000	\$10	\$10	\$150,000 \$140,007 \$15,832				

* These shares are entitled to half of the profits.

Intimations.

ACHEE & CO.

ESTABLISHED 1850.

FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 250.

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1908.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, CALCUTTA, SHANGHAI,

11, John Street, Bedford Row, W.C.

Hongkong, 4th March 1908.

59, Bantick Street.

566, Nanking Road.

TYPEWRITERS

O. C. MOOSA,

1 & 3, D'AGUIAR STREET.

A SPECIALITY

OVER TEN YEARS' EXPERIENCE

OF

CLEANING, OVERHAULING,

and REPAIRING

ALL BROKEN PARTS.

SATISFACTION GUARANTEED.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

SHOES! SHOES! SHOES!

MOTOR

LAUNCHES

ON HIRE

AT BLAKE PIER.

A GREAT BOON TO PASSENGERS

TO AND FROM STEAMERS

AND

ALSO ROUND THE ISLAND FOR

PICNIC PARTIES, &c.

Fares from \$2 per Hour.

HUMBER CYCLES

AGENCY.

DRAGON CYCLE

DEPOT,

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